I. Listing of Claims

Claim 1 (Previously presented): A vehicle control system for controlling a performance characteristic of the vehicle comprising:

a controller coupled to the vehicle control system, the controller adapted to receive a vehicle position signal, the controller employing the position signal to determine at least one characteristic pertinent to the operation of the vehicle control system and outputting a control signal, and further adapted to receive a weather signal;

wherein said weather signal affects said determination of said characteristic, said weather signal received through broadcast radio transmission;

wherein the vehicle control system receives the control signal and tailors its performance in response thereto; and

wherein the controller is operable in a default mode wherein the controller outputs a predetermined default control signal.

D1

Claim 2 (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes an anti-lock brake system and said characteristic includes wheel skidding.

Claim 3 (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes a traction control system and said characteristic includes wheel torque.

Claim 4 (Original): The vehicle control system of Claim 1, wherein the vehicle control system includes a stability system and said characteristic includes a rate at which the vehicle is being steered.

Claim 5 (Original): The vehicle of Claim 1, wherein the control signal includes a road surface type.

Claim 6 (Original): The vehicle control system of Claim 1, wherein the control signal includes a road surface condition.

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Claim 7 (Original): The vehicle control system of Claim 1, wherein the control signal includes a vehicle speed signal.

Claim 8 (Canceled)

Claim 9 (Currently amended): The vehicle control system of Claim 1, wherein the controller is operable in a second default mode wherein the controller does not output a control signal and permits the vehicle control system to operate in an iterative manner.

Claim 10 (Original): The vehicle control system of Claim 1, wherein said vehicle position signal is received from one or more global positioning satellites.

Claim 11 (Previously presented): A vehicle control system of Claim 1, wherein said controller further adapted to receive a weather signal, and wherein said weather signal affects said determination of said characteristic.

Claim 12 (Currently amended): A vehicle control system for controlling a vehicle comprising:

an anti-lock brake system for controlling a brake force exerted by a brake caliper to limit vehicle skidding in a predetermined manner;

a traction control system for controlling acceleration of the vehicle to limit wheel slip in a predetermined manner;

a stability system for controlling a yaw rate of the vehicle in a predetermined manner; and

a data base of various roads, including data on road surface type;

a controller coupled to the anti-lock brake system, the traction control system and the stability system, the controller adapted to receive a vehicle position signal and a weather signal indicative of a proximate weather condition, and to produce a control signal in response thereto, the control signal including a the road surface type associated with the vehicle position and a road surface condition based on the road surface type and weather conditions;

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wherein the weather signal is manually inputted by a vehicle operator; and

wherein the anti-lock brake system, the traction control system and the stability system receive the control signal and tailor their performance in response thereto.

Claim 13 (Canceled).

Claim 14 (Previously presented): The vehicle control system of Claim 12, wherein said vehicle position signal is received from one or more global positioning satellites.

D1 cont'd

Claim 15 (Previously presented): The vehicle control system of Claim 12, wherein said weather signal affects said determination of said characteristic.

Claim 16 (Previously presented): A method for controlling a vehicle having a vehicle control system, the method comprising the steps of:

providing a controller for receiving a vehicle position signal;

providing a database of various roads, including data on road surface type;

determining the road surface type corresponding to the vehicle position signal;

inputting a weather signal indicative of a proximate weather condition;

determining a road surface condition based on the road surface type and the proximate weather condition;

generating a control signal based the road surface condition; and

enhancing the performance of the vehicle control system based on the control signal.

Claim 17 (Canceled).

Claim 18 (Canceled).

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Claim 19 (Previously presented): The method of Claim 16, further comprising the step of determining an actual speed of the vehicle.

Claim 20 (Original): The method of Claim 16, wherein the step of generating the control signal includes the steps of:

determining if a predetermined condition exists;

generating the control signal if the predetermined condition does not exist; and

otherwise, operating in a default mode.

D1 cont'd

Claim 21 (Original): The method of Claim 16, wherein the predetermined condition includes the absence of said vehicle position signal.

Claim 22 (Previously presented): The vehicle control system of claim 1 wherein said weather signal is manually inputted by a vehicle operator.

Claim 23 (Canceled).

Claim 24 (Previously presented): The vehicle control system of claim 12 wherein the weather signal includes information from a plurality of sensors coupled to the vehicle.

Claim 25 (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes manually inputting information indicative of the weather.

Claim 26 (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes receiving a broadcast radio transmission indicative of proximate weather conditions.

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Claim 27 (Previously presented): The method of claim 16 wherein the step of inputting a weather signal includes the step of receiving information from a plurality of sensors coupled to the vehicle.

D1 cont'd.

Claim 28 (New): A vehicle control system of claim 12, wherein the controller is operable in a default mode wherein the controller outputs a predetermined default control signal.

Claim 29 (New): A vehicle control system of claim 28, wherein the default control signal includes a default road surface type.

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